

Maritime Postmark Philately

Bishop-Los Angeles HPO Starts July 14

Contract Highway Post Office Service will be inaugurated between Bishop and Los Angeles, Calif., on July 14, 1952, or shortly thereafter.

Special first-trip cachets and cancellation stamps will be provided for each of the above-named post offices. Collectors desiring first-trip cancellations should send their covers properly prepared, with postage prepaid and ready for mailing at the first-class rate, to the Postmaster at Bishop, Calif., for Trip 1 cancellations, and to the Postmaster at Los Angeles, Calif., for Trip 2 cancellations. A clear space of no less than 2½ by 2½ inches to the left on the address side of all covers must be left for application of the cachets.

The initial trip from Bishop to Los Angeles will be designated "Trip 1," and the initial trip from Los Angeles to Bishop will be designated "Trip 2."

Covers for first-day cancellations should be sent under cover or label, to the appropriate postmaster with accompanying letter, authorizing the holding of the covers for the first-trip and requesting application of the cachet. No provision will be made for philatelic handling of the covers to or from intermediate post offices along this route; however, at the specific request of collectors covers receiving cachets will be directed to the outer terminus of the trip, where they will be back-stamped and dispatched onward to destination.

All covers intended for first-trip cancellation should be in the hands of appropriate postmasters at an early date, and not later than July 11, 1952. Covers received after July 11, 1952, will be returned to sender and will not be given first-trip treatment.

UN Human Rights Issue In December

The United Nations Postal Administration announced that the Secretary-General had approved the design for a postage stamp commemorating the Universal Declaration of Human Rights, to be issued on Human Rights Day, December 10.

The design is the work of J. Woyty Wimmer of Messrs. Thomas de la Rue and Co., Ltd., of London, England. It shows a flame surrounded by a circle of the words "Human Rights" in the five official languages of the United Nations, superimposed on the two world hemispheres.

The stamp will be printed by Messrs. Thomas de la Rue and Co., Ltd., in steel engraving. It will be issued in 3c and 5c denominations, and in six million copies of each denomination. This being a commemorative stamp, there will be no reprints at any time.

The design, as completed for engraving will be released at a later date.

No orders for this stamp will be accepted until arrangements for philatelic sales have been publicized.

U. S. Complete Sheets-Mint

57 10c Map Airmail (50) Fine, n.h. \$ 7.30
58 15c Map Airmail (50) Fine, n.h. 9.40
59 20c Map Airmail (50) Fine, n.h. 13.50
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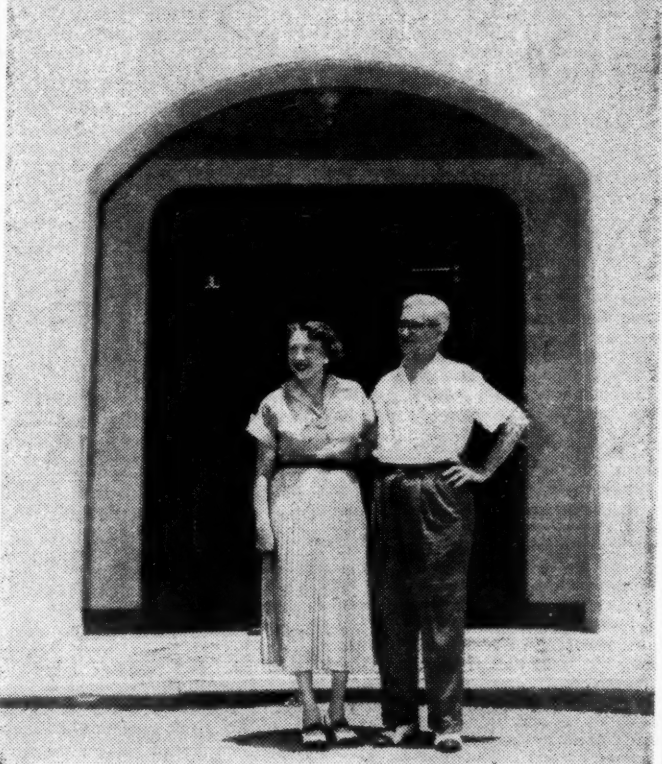
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FLORIDAN COUNTRY CLUB



JUST TO PROVE IT, here we are in front of the Floridan Country Club at Howey in the Hills, Florida. This is a lovely and very pleasant spot. Through the winter season it is quite crowded and right now it is trying the experiment of staying open for summer guests. We stopped there and enjoyed it immensely and we are told that it is booked quite heavily for the summer season where guests can find many kinds of recreation, including horse back riding, swimming, boating, water skiing, fishing, golf and plenty of good Florida orange juice filled with sunshine and vitamins. Incidentally this same picture was used on the front page of HOWEY HI-LITES, the publicity sheet for the Hotel. It carried an excellent little story of the Philatelic past and present of your editor and circulates among better families all over the United States.

Maritime Postmark Society Memberships And Interests, Global; Invites Newcomers

by C. Edward Ceder

What is now the MARITIME POSTMARK SOCIETY began with the dream of one cover collector, Royal C. Hendricks, who was interested in merchant ship postmarks. In January, 1939, he was joined by a small group of similarly-interested collectors, both men and women—this "bug" is no respecter of sex—who were members of the Universal Ship Cancellation Society which concerned itself only with naval cancellations. This group formed the S. S. Savannah Chapter of the U.S.C.S. named after the first vessel to use steam power on an ocean voyage, in 1819.

The purpose of the "Savannah" Chapter was to encourage the collecting of merchant ship covers and cancels as distinct from naval vessels and, in the words of the first President Charles F. Schell, "to educate cover students in cover collecting and to accept only those covers which have proof of a sea voyage on a merchant ship."

In the charter group were its second and third presidents, Gustav Lund and C. Edward Ceder, who did much to keep the group alive and growing during its early formative days. These coincided with World War II when merchant ships sought anonymity on the high seas to escape submarines, not self-advertisement with special postmarks and ship markings.

The Society's first bulletin—a scant two-page issue—appeared in March, 1939, ably edited and published during those pioneer days by Stephan F. Harberts, still a member of MPS along with Messrs. Lund, Ceder and Schell. A year later, in March 1940, the

S. S. Savannah Chapter became the International Seapost Cover Club. As the Club grew, its journal expanded, had its face lifted, and name changed to SEAPOSTER, a name coined by the then-president "Seaweed" Ed Ceder, in 1942.

Under the direction of Gustav Lund, probably the outstanding U. S. collector of merchant ship philately, SEAPOSTER became known throughout the world in response to I.S.C.C. membership in more than twenty foreign countries.

Sales, exchange and cover servicing departments became integral parts of what became, in November, 1946, the MARITIME POSTMARK SOCIETY, the title the Society still bears. During that time two well-known hobbyists were president, Elliott B. Holton and David Brockton Browne. In 1949, Mr. Browne took over as editor of SEAPOSTER, adding photolithographic reproductions to the (Continued on page 11)

Ship Mail Cancels Attract Collectors To This Field; Possibilities Are Unlimited

by Edwin Drechsel

Millions of tons of mail have been carried by ships across the seas, or on lakes, rivers and canals. The overwhelming bulk of this mail was sacked on shore and delivered to postal authorities at the other end without having been opened on board the ship. As ships increased in speed, size and regularity of their sailings, some postal authorities began marking mail intended for carriage by ships with special shore markings. Such markings, especially from British countries, go back more than a century. Usually the mark reads "Ship Letter" or "Packet Letter" to show the means of delivery to and from abroad.

In this country, markings usually were "Ship," "Steam," "Steamboat," or "Steamship" with an occasional relic of such usage persisting to this day, as the "SHIP" mark still used at Newport News. Main purpose of such markings was to identify mail travelling by ship in order to compute the proper postage payable.

With formation of the Universal Postal Union in 1874, and improved ocean services, identification of mail for rate purposes no longer was needed. Instead, new markings gradually came into use. These may be classed as official marks applied at sea, unofficial marks applied at sea, and official marks applied on shore to designate ship or "high seas" mail.

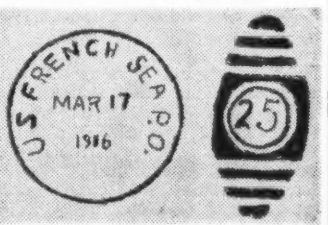
SEAPOSTS or SHIPOSTS

In this category fall cancellations from ships equipped with a government post office or representative travelling between two or more countries. Seapost service was begun by Germany in



1881 with a cancel reading "Deutsche Seapost, Linie New York." This marking was used until 1891 when a U. S.-German agreement led to joint seapost service on the North Atlantic.

From then on until 1914 seapost service spread to many ships under several flags. The 1914-18 war shut off further service. The illustrations show several cancels from this 1881-1914 period.



After the war, seapost service was resumed gradually as passenger ships got back into operation. In the period until 1939-40, when World War II ended seapost service on U. S. and foreign ships, more than one hundred vessels—predominantly German—had either Seaposts or Shipposts. The differences was that Seaposts involved a post office and postal clerk on the ship. Shipposts were handled by a ship officer authorized by postal authorities to receive and cancel mail at sea.

After World War II seaposts failed to make the comeback they had made in the early twenties. Requests to the United States Post Office Department to insti-

(Continued on page 11)

Recognize War Winning Women

Postmaster General Jesse M. Donaldson announced that there will be a special commemorative stamp issued in honor of the "Women in our Armed Services."

There are at the present more than 40,000 women in the Army, Navy, Air Force and Marine Corps doing an outstanding job for the Services. They consist of WACS, WAVES, WAF, Women Marines, Nurses and Medical Specialists.

The Postmaster General stated that further details with regard to the subject matter, date and place of first day sale, will be announced later.

Cancellation Section St SPA Exhibition

Through the courtesy of the committee in charge of the SPA exhibition at the Hotel Astor in New York, August 14-18, a section has been set aside for the exhibit of cancellation collections, under the joint sponsorship of the SPA and the U. S. Cancellation Club.

In addition to SPA awards, the U. S. Cancellation Club will offer a trophy and certificates for outstanding exhibits in this section. Cancellation Club members as well as others interested in such an exhibit are invited to communicate with Jack M. Pomerantz, 76 Naden Ave., Irvington, N. J.

The special group covering for cancellations will be known as Section 5, Group 3. Entries therein will be competing for both SPA and U. S. Cancellation Club awards with a separate board of judges acting for each society.

Newsboys First Day In October

The Postmaster General, Jesse M. Donaldson, announced that the Newspaperboys commemorative stamp will be first placed on sale at Philadelphia, Pennsylvania, on October 4, 1952, which is Newspaperboys Day.

Members of the International Circulation Manager's Association and Regional Circulation Managers will meet in Philadelphia at that time.

The details of the design will be announced later.



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Barbados 193-201A	4.30	4.30
Barbados 216-27	2.00	3.70
Basutoland 18-28	1.80	3.50
Bechuanaland 124-36	1.80	3.50
Bermuda 118-129	4.00	10.50
B. Gambia 230-41	2.80	6.30
B. Honduras 115-26	1.90	7.80
B. Solomon 67-79	3.10	4.50
Brunei 62-75	1.30	6.30
Cayman 100/115	2.00	3.80
Ceylon 278/95	3.50	3.50
Cyprus 143-55	3.00	8.00
Dominica 97/112	2.70	4.40
Dominica 1950 set	2.00	3.70
Falkland 84/98	3.50	9.00
Falkland 1952 set	2.15	7.15
Fiji 117/144	11.80	16.30
Gambia 132-43	3.20	4.90
Gibraltar 107-17	2.20	7.20
Gilbert 40-51	1.80	1.80
Gold Coast 115-27	2.10	3.80
Gold Coast 130-41	1.70	3.40
Grenada 131-42	2.00	4.00
Grenada 151-63	2.00	3.70
Hong Kong 154-66A	9.80	16.80
Jamaica 119-28	2.00	3.70
Jamaica 140-41	3.40	3.40
Kenya 63-75	2.40	7.40
Leeward 103-15	2.00	7.00
Malta 191-205	4.20	4.90
Malta 208-222	2.30	4.00
Mauritius 211-222	3.00	5.70
Mauritius 235-49	2.50	5.00
Montserrat 92/105	1.90	7.20
Nigeria 53-68	7.80	7.80
No. Borneo 223-37	2.20	4.00
No. Borneo 244-58	2.00	7.50
No. Rhodesia 25-39	5.50	10.50
Nyasaland 54-67	4.00	10.00
Nyasaland 68-81	2.00	7.00
St. Helena 118-27	7.80	9.50
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Sarawak 159-73	2.00	4.00
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Seychelles 125-48	25.00	35.00
Same but excl. the 9 obsol.	5.00	5.00
Seychelles 1952 set	3.00	5.60
Sierra Leone 173-85	7.50	12.50
Somali 84-95	9.00	9.00
Somali 96-107	3.80	3.80
Somali 1951 set	2.20	2.20
So. Rhodesia 42-54	2.70	2.70
Swaziland 27-37	1.80	3.50
Tristan Da Cunha	1.80	3.50
Trinidad 50-61	4.70	8.00
Turks 78-89	4.00	6.00
Turks 105-17	2.00	3.70
Virgin Is. 76-87	2.00	7.20
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Zanzibar 20-13	3.20	4.90
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Philippines Pilar, New	(2) .08
Poland Children & Flowers, New	(1) .10
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Spain Red X & Fair, 1952	(2) .18
Sp. Morocco Flowers, etc. New	(9) .36
Sweden Preacher Petrie	(3) .56
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MARITIME POSTMARK SOCIETY

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Cover Service Mgr.:—Walter P. Valiant, 1532 Whipple Ave., Redwood City, Calif.

The Cancellation Reads,
Posted On The High Seas

by Robert S. Gordon

You wake up in the morning, the day before landing at Southampton, and are uncomfortably aware that you have chores to do before the trip is over. Aunt Minnie in New Jersey must get a thank-you note for the steamer basket of fruit she sent to the ship. You must write to the office delegation that saw you off, five days before. And a short note should go to Mr. Eddingstone in Glasgow to advise him that you will see him shortly.

So you get up, have breakfast, make your way to the writing lounge, and write your three letters. Casually you drop them into the box marked "letters" at the Purser's office. It is what happens to those letters from that point—their treatment as mail matter, and the markings they receive on the ship or ashore—that constitutes the maritime postmark field.

The manner of handling ship mail depends on many factors. If the ship carries a post office or a postal agency (and many used to do just that), it will apply its official postmark. It may even register a letter, or insure a parcel. Its postmark is invariably distinctive, and it can usually be traced back to that particular ship at that exact time, if the clues are recognized. The point of origin is there, if you know how to find it.

A shipboard post office will bag mail to, or toward its destination. Such mail will normally not receive any postmark when it is put ashore. There was a time, just before World War I, when you could find shipboard postal services in operation on such diverse routes as Southampton to Cape Town, Vladivostok to Odessa, and Singapore to German New Guinea. These postal services on the high seas have vanished now, but you'll have no trouble selling an envelope that was posted on those routes for four or five dollars. They aren't too common.

If the ship carries no post office, there are two other possibilities for receiving a postmark (aside from any "Posted on the High Seas" or similar mark that may be marked on the envelope, not on the stamp.) It may or may not cancel the stamps on ship letters posted aboard.

Let's follow through, first, on the usual procedure when the ship does not cancel the stamps. If you look at it through the eyes of the purser, or whatever ship officer is in charge of the mail, the reasons for the procedure are more readily understood.

The purser on the ship in which you are travelling goes through the mail, and finds some addressed to points back in the United States. Knowing his ship makes a quick turn around in Europe, the purser puts those letters into a special container. They will get faster handling if he turns them in to the New York post office than if they are put ashore at an European port.

He's left with a dozen letters addressed to points in Europe. One of the dozen is that note to Mr. Eddingstone. You wrote it, and stuck three cents in stamps on the envelope. You used United States stamps and domestic postage rates which was your right and privilege on an American vessel.

It is the purser's job to get the letters into the local mails immediately after docking, and to start them on their way without delay. If he drops them in a street letter box, the stamps will not be accepted. He must, therefore, take them to the post office and certify

that they were mailed at sea. Under those circumstances, the foreign post office will accept letters franked with U. S. stamps and domestic rates. To explain that acceptance, it will apply a special marking. This marking usually reads "Paquebot," but there are some deviations from this standard in various countries.

It might be noted at this point that the use of the word "Paquebot" applies also to some mail accepted on shipboard post offices. If that shipboard post office is American, on a vessel travelling between New York and Southampton, some of the letters slipped into the mail slot may well carry British instead of U. S. postage. The shipboard post office will accept them and apply its "Paquebot" handstamp by way of explanation.

But there are many cases when the purser simply picks up a handy rubber stamp, goes through the entire pile of letters (ignoring the postage and its nationality) and cancels all the stamps on all the letters. Then he sorts them out by destination and proceeds as before. To be acceptable at the port of arrival post office, he must take them to that post office and state them to be mail posted on the high seas. He cannot drop them in the mail box, for the stamps have already been cancelled, and every letter would be rated postage due.

The port post office may or may not, in this latter case, apply a "Paquebot" marking. There is simply no rule about it. Technically, of course, the purser should not cancel the stamps for he is not a postal official. But most governments are lenient about those minor infractions. The stamps have been cancelled and cannot be re-used; that's the major point.

These are the two commonest cases. The ship carries an official post office, or it doesn't carry one. A shipboard post office will always cancel the stamps. On a ship without a post office, the purser may or may not cancel the stamps. That would appear to cover all the possibilities, but it does not. There is still a third class.

Perhaps because of the frequency with which pursers are wont to pick up the nearest dauber and cancel stamps on letters posted on their ships, some governments have created or recognized, an intermediate classification of shipboard postal services. They "authorize" the use of cancelling devices by pursers.

The closest-to-home example is that of Canada. Ever since before 1908, Canadian vessels have operated on the Vancouver-Skagway, Alaska, route. Pursers on those passenger vessels, until 1941, applied oval rubber handstamps to ship letters. These ovals were of many sizes and forms, and were struck in many colors. Sometimes they cancelled the stamps, sometimes they did not. These handstamps were authorized for use on "way mail" by Canadian postal

authorities. A peculiarity of these oval "postmarks" is the fact that they all included "R.P.O." or "T.P.O." in their wording, but there has never been a Canadian railway post office on the Vancouver-Skagway route.

Going back to your letters written to Aunt Minnie, in New Jersey; to your office gang, and to Mr. Eddingstone in Glasgow, we find the mail taking different routes. The letter to Glasgow will be routed to that city via London, will arrive the next day to let Mr. Eddingstone know that he can expect you. His letter will carry any one of several Southampton paquebot cancels in current use. But he probably won't notice the special cancel, and the envelope—stamp, paquebot cancel and all, goes into the waste basket. That's where most ship mail ends up.

Your letters to New Jersey and New York City will probably go back on the same ship on which you came over. If, by chance, you used a British stamp on the envelope, the letters will be delivered to the Post Office in New York as High Seas mail and receive that city's current paquebot mark. Again, it's just a postmark to most people and gets discarded on receipt. They're much more interested in your letter than the envelope.

That leaves it up to you and me, as collectors, to watch for these markings and, where commercially used covers or cancels are not available, to try our luck in sending out our own covers or getting some one to do it for us. In the process, we will learn a lot about ships, about foreign countries, about world trade. Many collectors mount pictures of foreign ports opposite their "paquebot" covers, and pictures of ships with their seaposts or shipposts. Flags of shipping lines, stack insignia and all sorts of illustrative material can be used to dress up your merchant marine covers and cancels. You can enjoy an armchair trip to most parts of the world, any time you want, from Aden to Zanzibar, with covers addressed to yourself. Do you wonder that merchant ship philately is making so many new converts?

Death Summons

Amerigo Garibotti

Amerigo Garibotti member of Garfield-Perry Stamp Club of Cleveland, Ohio died Sunday June 15 following an operation for cancer. He was 64 years of age, a man beloved by every member of the G-P and by everyone who knew him.

He was a native of Italy but had been a resident of Cleveland for most of his lifetime. His collection interests leaned toward the stamps of Italy and the Roman states. He was a frequent exhibitor at G-P meets and carried away many a prize for his exhibits.

Mr. Garibotti was one of the most active members of the club and a genial host to its members on many occasions.

A map of the state of Queensland is pictured on an Australian commem for Sir Thomas Mitchell.

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CANADIAN RED CROSS STAMP

On July 26, an attractive bicolored 4c stamp will be issued commemorating the meeting of the International Red Cross in Toronto. I will be supplying these on the date of issuance at the following rate:
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Plate blocks: \$.30

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RW 4	—	\$35.00	\$ 6.00	\$ 4.25	\$ 1.00
RW 5	—	\$37.50	\$ 8.00	\$ 6.00	\$ 1.00
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RW 9	—	\$15.00	\$ 3.50	\$ 2.50	\$.85
RW10	—	\$11.00	\$ 2.10	\$ 1.65	\$.85
RW11	—	\$10.00	\$ 2.00	\$ 1.50	\$.85
RW12	—	\$10.00	\$ 1.75	\$ 1.50	\$.85
RW13	—	\$ 8.50	\$ 1.75	\$ 1.50	\$.85
RW14	—	\$ 6.00	\$ 1.50	\$ 1.25	\$.85
RW15	—	\$ 6.00	\$ 1.50	\$ 1.25	\$.85
RW16	—	\$10.00	\$ 2.50	\$ 2.25	\$ 1.00
RW17	—	\$10.00	\$ 2.50	\$ 2.25	\$ 1.00
RW18	—	\$10.00	\$ 2.50	\$ 2.25	\$ 1.00

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WILLIAM MCKINLEY
25th President

Born in Niles, Ohio 1843—assassinated in 1901. Major in the Civil war—member of Congress 1876—leader of his party, he introduced his Tariff Bill in 1889, which became law during Harrison's administration. He was nominated for President in 1896. "In the memory of man since the great sectional conflict of 1860, no political campaign rivalled in bitterness the struggle of 1896, which ended in the triumph of McKinley as President of the U. S. . . . To the Republicans this was a holy crusade of talents, respectability and honor against populism, socialism, communism, anarchy and dishonor . . . For the Democrats, headed by William Jennings Bryan, it was an equally holy crusade of farmers, laborers and humble people against an embattled and corrupt plutocracy."

McKinley won. Of course, his Cleveland, Ohio benefactor, Mark Hanna, having acquired riches and desiring to play the role of "Warwick, the King Maker," helped much with the political funds which secured him the nomination in the first place.

The Republicans, under McKinley's guidance, proceeded to raise the Tariff and postponed firm establishment of the gold standard for three years. Turing to a strong foreign policy, they waged war on Spain—freed Cuba—annexed Puerto Rico, Guam and the Philippines—annexed Hawaii—joined in suppressing the Boxer rebellion in China.

During his second campaign for President, his friend A. J. Beveridge orated that "America had grown up, and must assume responsibilities for carrying Christianity, prosperity, liberty and civilization to them that sat in darkness in the far places."

So McKinley won again over Bryan—but a few months after his inauguration, he was mortally shot at the Pan-American exposition in Buffalo, on September 6, 1901—the third President to die by an assassin's bullet. Note—since that date, no President is ever left unguarded day or night.

H.M. Behm
NEW LONDON, WIS.

Interesting Items In Current Topical Time

The May-June issue of "Topical Time," official publication of the American Topical Association, has been released and contains many interesting articles of philatelic note.

Among the many and varied articles are: Philatelic Washingtoniana; the Americana Bibliography; Statue of Liberty on Americana Stamps of the World; Autographs on Covers; Birds—notes for album write-up; Men and Events of the American Revolution; Equipment Register of the Philatelic Railroad; A Scout Collection Made Bigger and Better; and Leaping Stag.

Inquiries can be sent to Jerome Husak, executive Secretary, 3306 N. 30th St., Milwaukee 16, Wis.

Martin Will Move To New Location

On or about July 1 John J. Martin expects to be in new quarters especially adapted to the more efficient handling of orders from his many mail customers. It will be 11 Cardigan Dr., Ferguson 21, Mo.

Mr. Martin asks the indulgence of those who send him orders or letters at this time if they experience a delay.

He handles new issues of the world, and has a specialized stock of Switzerland, France, Liechtenstein and Germany. In accessories he has the Scott and Elbe Lines.

SPECIAL EDITIONS

Various dealers will want to time some of their advertising to appear in conjunction with the special editions of Linn's Weekly Stamp News sponsored by different specialist groups. These editions are always the last one of each month and contain a splendid amount of information about the particular country or specialty.

The next four editions of a special nature are as follows:—

July 26 — British North America Philatelic Society.

August 25—Airport Dedication Society.

September 29—War Cover Club.

October 27 — Precancel Stamp Society.

Further inquiries can be directed to this paper by interested dealers.

Clubs or societies agreeable to sponsoring a special edition can get the details on request.

The Swedish high value regular of 1941 has a good view of the royal palace at Stockholm.



Henry M. Friedman
Box 21, Planetarium Sta.
New York 24, N. Y.

PAPUA-NEW GUINEA. The last stamps issued by both Papua and New Guinea were the 1937 Coronation sets. Since then both have been using the stamps of Australia.

For several years we have been hearing of a contemplated joint issue. Official announcement has just been made that the first set of fifteen values for Papua-New Guinea will be released on October 30.

The values are, 1/4, 1, 2, 2 1/2, 3, 3 1/2, 6 1/2, 7 1/2 and 9 pence and 1/-, 1/6, 2/-, 2/6, 10/- and one Pound. This is to be a pictorial series, with designs depicting typical scenes and incidents in the lives of the natives of Papua and New

Guinea. The total face value will be 1/2 penny less than two Pounds. **AUSTRALIA.** While not official it is reported that the 4 1/2 pence scarlet stamp recently issued will not be reprinted as the use of this value is limited.

HONG KONG. It is rumored that there will soon be several color changes in the current set which is quite popular. The color changes are stated to the 5c, 15c, 20c, 25c, and 30c. It is also planned to issue a new value of 40c.

NEW ZEALAND. The 1/3 stamp of 1947 exists with two different frame plates. To interested readers we suggest the Commonwealth Catalogue which gives illustrations of each frame so that they can easily be distinguished.

GIBRALTAR. The 3d blue stamp #111 is priced by Scott at 7c regardless of perforation. However this stamp perforated 14 is priced by Gibbons at 4 Pounds and by the Commonwealth Catalogue at 65 shillings.

A mint copy sold at a recent auction sale in New York for \$4.25.

PERFORATION VARIETIES. These have always been popular

in England which was reflected in the listing and pricing in both the Stanley Gibbons and the Commonwealth Catalogue. Possibly as a result of the comparisons in price in this column, these varieties are now popular and in demand in this country.

This is shown in the prices paid for scarce perforation varieties at the auction sales here. Interested collectors require one of the English catalogues for comparison and we recommend the Commonwealth.

Burns Relected Prexy At Waltham

William P. Burns was reelected to the office of president of the Waltham, Mass. Stamp Club. Serving with Mr. Burns are vice president Walter Johnson; treasurer Paul Burns; and secretaries Ralph Malmgren and Edward C. Murphy, 167 Auburndale Ave., West Newton 65, Mass.

Meetings which are open to the interested are held the second and fourth Tuesdays in the Senior Room of the Waltham Boys Club.

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200 Cuba, A Scarce Lot. Really Colorful loaded with fine items. \$4.95
600 France, Loaded with Pictorials, Semi Postals, High Values Worth several times our Price. Closeout \$7.95
600 Spain, Almost the Whole Country Gorgeous with pictorials. High catalog value Sets. Dress up your collection Limit One. Wow \$5.95
200 Scarce Spanish Colonies 85% Pict. Never will we duplicate this value Everyone needs these. Rare Value \$5.95
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FROM OUR HUGE APPROVAL DEPT. WE HAVE HUNDREDS OF BROKEN APPROVAL BOOKS, PACKETS, MIXTURES, SETS, ETC. WE HAVE MADE UP LOTS OF OVER \$50.00 CATALOG VALUE WITH UP TO 2000 STAMPS IN EACH. YOU WILL BE AMAZED AND DELIGHTED. STRICTLY CLOSEOUTS.

SPECIAL TO YOU FOR \$5.00 POSTPAID! LIMIT 1. WE ALSO HANDLE ESTATES, BUT COLLECTIONS, STOCKS, ETC.!!! FOR IMMEDIATE CASH

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DEALERS! INVESTORS! OUR SPECIAL DEALERS JOB LOTS WHICH WE MAKE UP TO ORDER WILL PROVIDE YOU WITH THE FASTEST SELLING MATERIAL AT A SMALL FRACTION OF CURRENT WHOLESALE PRICES ** ONE ORDER WILL CONVINCE YOU THAT THESE ABSOLUTELY CAN NOT BE BEAT EVEN IF YOU TRAVELED THE WORLD TO ACCUMULATE SUCH A LOT!! I WILL PERSONALLY GUARANTEE THAT THIS IS THE BEST VALUE YOU HAVE EVER PURCHASED OR YOUR MONEY BACK VIA AIRMAIL!! YOU CAN NOT LOSE. SEND PREFERENCES.

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THIS IS ABSOLUTELY THE FINEST VALUE THAT WE HAVE EVER SEEN OFFERED. We have taken over one million stamps, including large, scarce collections, packets, mixtures off paper of all diff. items, sets, singles, new issues, etc., and have made up the most wonderful job lots that you have ever seen. We have thousands of items that we just can't take the space to advertise and must close out at just a fraction of their regular values. We have made up Gigantic \$5.00, \$10.00, \$25.00, \$50.00, and \$100.00 job lots. The \$5.00 lots contain over 2,000 different stamps in all with hundreds of fine higher cataloguing commemoratives, pictorials, airmails, high values, etc. The larger the lot the greater the value and the higher quality of material. In the larger lots you may let us know what countries you prefer and what type of stamps you like and we will do our best to try to make up the lots according to your wishes from this tremendous stock with a wide variety of almost all types of foreign material. Including our several tremendous stocks of collections, etc., direct from Europe which contain hundreds of sleepers, etc., that will absolutely amaze and delight you. No collector can afford to miss one of these tremendous lots at \$5.00, \$10.00, \$25.00, \$50.00 or \$100.00. This is absolutely the greatest value you have ever purchased or your money back airmail.

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LINN'S WEEKLY STAMP NEWS

GEORGE W. LINN.....Editor
CARL P. BUEHL.....Associate Editor

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Rates for larger space and complete rate card on request.

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SUBSCRIPTION RATES

One dollar Per Year in the United States and Possessions, and all countries where prevailing 2nd class matter rates apply. In Canada, \$1.50 per year; all other foreign, \$2.50 per year.

Vacation Time Is Here

In our May 5 issue I told you about our plans to take an early vacation trip to Florida and that is just what we did. It is quite hard to get at the truth about Florida. You have to find it out yourself to know the whole truth. If you get your information



GEORGE W. LINN

through the eyes of others you get too many conflicting opinions. To some Florida is just a place to go during the cold winter months for a vacation and this tribe usually thinks that Miami Beach or some one of the other many east coast beach resorts is the answer. To such as those we can only feel that they have not seen Florida, they could just as well take a trip to Coney Island on a hot July day and see as much. To others the west coast seems preferable for various reasons, it is less closely packed, just beginning to get in full stride and will in time come to be just about as thickly settled as the east coast with just the same things to offer, lots of hilarity and summer beach attractions for those who want to make it a vacation land but in my estimation not a site for a year 'round residence. As for me, a year 'round residence has to be a quiet spot where vacationists and such are not as thick as flies at a roadside picnic.

The answer then is central Florida and it was with the intention of exploring central Florida that we picked up route 27 which is now being built from north to south across the big state of Georgia. This U. S. Route 27 starts far up in Michigan and winds down to the southern states and clear into Miami. Through Georgia it is now being made into a four lane highway which will connect with a four lane highway on the same route down through the center of Florida. When this route is completed it is going to open the eyes of the country to central Florida. It will be possible to drive from the northern border of Florida through to Miami in a single day. At present, it is a difficult two day drive down the coastal route because the coast is being built up so solid that it is just one little town after another with reduced speed signs all along the way and thus impossible to travel over 25 to 35 miles per hour. Meanwhile on the new Route 27, which will slice Florida down through the middle, one can take full advantage of the legal speed limit of 60 miles per hour and really make time.

However, when this new route is opened up and motorists learn what it offers we feel certain that most who take it will slow down their driving considerably. They will stop over at some of the interesting spots that make up Central Florida.

You have often heard that Florida has no elevation above sea level. Well, here is where you have been fooled by those who have only traveled the coastal route. In central Florida from south of Ocala for fully 150 miles you drive through nothing but rolling hills and by beautiful inland lakes. Right in this area lies Lake County. This county is so named because of the many lakes within its boundary. There are said to be 1400 named lakes within this county besides many smaller unnamed ones. A glance at the map makes it look like the county is fully half water and half land and it is said that some of the best bass fishing in the world is right here in the waters of Lake County.

While visiting there at the Floridan Country Club located at Howey in the Hills, we learned much about Lake County. The Floridan Country Club is in fact one of the old Mansion Type Hotels. The name Club is given to it because every guest is treated as a member of the local Country Club which has a beautiful club house on the golf course at the opposite end of the town. An excellent bar, assembly room, dining room where the best of meals are available, locker rooms and everything that makes golfing a pleasure. At each tee on the nine hole course there is an orange tree and almost all through the year the players can pluck an orange for refreshment before or after they tee off. The Hotel at the other end of town serves excellent meals and is a very spacious and homey place to lounge around.

The genius behind this development at Howey is Mr. Vaughn Griffin, a go getter who stands high in public life throughout Florida, having only recently been appointed a member of the state Citrus Board. Mr. Griffin is developing Howey into a year 'round playground for a restricted number of homes and it is one of those kind of communities where everyone knows everyone else and everyone is happy and contented.

Lake Harris one of the four largest lakes in the state is a prime attraction. Fine fishing, boating and bathing are a part of the community activity and the weather is delightful. We were there most of the time between May 16 and June 4 and found that although the sun was hot during the day, one had merely to step into a shady spot and feel a cool breeze immediately. The nights were cool and sleep was restful. In fact during the two weeks we have been home from Florida the weather here has been far more unpleasant than during our stay in Florida.

The object of this tale is to tell you who contemplate a trip to Florida to see the central part. Do not believe what you have been told as such tales are misleading. Go down route 27 and judge for yourself.

Following route 27 through to Miami you will find in the far southern part of the state vast herds of cattle, in fact we saw more cattle on large grassy ranges than we saw on our trip to and from the west coast last year and the west is supposed to be cattle country. Other parts of the state are great vegetable farms. Florida could raise enough meat and vegetables to feed the United States and central Florida is where it would be done.

Our trip down there would not have been near so pleasant had it not been for our old friend Walter Poppenger, the man who made the Rubber City Stamp Club in its hey day of several years ago. Later he was an Akron dealer and has now retired to Leesburg, just 15 miles north of Howey. He still has a few stamps but is more active as a collector of shells. His specimens are from all over the world and are very interesting. Pop showed us all over

DOUBLE IMPRESSIONS—by Well



"Look Dear! Only 110,000,00 of these were printed! They should be rare, shouldn't they? With a population of over 150,000,000 they shouldn't even last a day!"

Special Offer To Our Readers

To acquaint you with the fascinating hobby of merchant ship philately, a special cover-servicing offer is available.

To those desiring covers from foreign ships, and foreign and/or domestic ports, send five addressed envelopes (standard 6 1/2 inch size), stuffed, with flaps tucked in, and fifteen cents in mint U. S. commemoratives, no cash, to:

Marshall H. Wood
344 Brookside Dr.
Smithtown Branch, N. Y.

James T. Spalding
1610F Bulger Ct.
Louisville 10, Ky.

To those desiring covers from U. S. ships and/or foreign ports, send five envelopes as above ready with U. S. 3c commemorative stamps to:

Walter P. Valiant
1532 Whipple Avenue
Redwood City, Calif.

Covers will be sent out with the request for ship markings and/or paquebot cancels. However, all cover servicing whether done privately or professionally depends on the voluntary cooperation of ship officers and foreign postal personnel. No guarantee of 100% returns can be made.

But interesting and difficult markings appear regularly on covers sent out for servicing, often without prior knowledge that these markings existed. Trying for ship marks from any of the hundreds of vessels on the seven seas, or port "ship mail" cancels from the two hundred or more ports having special cancels is part of this fascinating hobby.

Commem Post Cards Produced By Italy

Several interesting cards and covers are reported from Italy by P. Ostrow, Elizabeth, N. J. Three separate cards were issued to commemorate the Modena/Parmacentenary, which was marked by special philatelic celebrations held at Reggio Emilia from May 29 to June 2 at the Teatro Municipale.

The cards reproduce line drawings of public buildings in Reggio Emilia, which is known as the birthplace of the Italian flag. A special blue centenary cancel was used.

A special airmail flight from Palermo to Catania featured the 4th International Air Meet held in Sicily recently, and the flight covers, prepared by the Aero Club Palermo, have reached the United States. Only 1000 covers were issued. The envelope bears the inscription "volo speciale autorizzato dal ministero pp. it./organizz. del unione filatelica-Siciliana Palermo" (Special flight authorized by the Italian Ministry of Posts; organized by the Palermo Sicilian Philatelic Union).

The special cachet is in green. In addition, a special label was applied to each envelope, representing a reproduction of the 1/2 Grana stamp of the Two Sicilies (Scott's No. 10) with red overprint duplicating the wording of the envelope by a reproduction of the old Sicilian cancellation. The cover bears special cancellations.

the country around Leesburg and that is the way to see Florida. Traveling the main highways shows you nothing.

Incidentally as an opinion on a place to live the year round, Pop says he has now lived there for 31 months and wouldn't go back to the cold north country for anything, so it just can not be as bad as some try to make it out.

So there you are. We have not yet decided on anything definite as Mrs. Linn still wants to see some other parts of Florida before she is sold on a change of scenery.

Ex-Marine Wins Second Prize

An ex-Marine and commercial artist, both the same man, was the winner of the second prize, an ad, page twelve in this edition, in Linn's Weekly Stamp News section of the subscription contest sponsored by Stamp Wholesale.



He is J. W. Rasmussen, owner and operator of the Gulfstream Stamp Co., Hillsdale, N. J.

Back in 1931 he seriously began to collect stamps—and most important of all to learn about them. During his eight year stretch in the Marine Corps which ended in 1945 he built quite a collection of Latin American issues.

Prior to that time he studied art at the Corcoran Galleries in Washington, followed by two years at the Art Students' League in New York City.

Shortly after becoming an ex-Marine he opened a commercial art studio in Miami which enjoyed success. But by 1947 the lure of stamps claimed him for good he moving to Teaneck, N. J. and opening a stamp store. Some time later he moved to his present address.

Mr. Rasmussen sells a majority of his stamps via the approval method. He has United States mint and used, a good general stock of the world in sets and singles mint and used. His specialty though is airmails. Assisting him is Mrs. Rasmussen who while no collector herself is well informed about philately. The Rasmussens have two children a boy named Jack, and a recent arrival, a girl named—you guessed it—Jill! (See ad page 12)

Californians Will Picnic Under Redwoods

Annual picnic of the California Collectors Club will be staged in a new locale this year. The group will gather under the Redwoods in San Mateo Memorial Park, San Mateo County.

The date August 10, a Sunday, has gotten the approval of the members and it is expected that many and their families will put in an appearance. The club will supply the drinks, watermelon and ice cream—attendees will have to bring their other eatables.

NEW U. S. FIRST DAYS

Aug. 11—Mount Rushmore 3c, Keystone, S. D. (send cover to Rapid City, S. D. for servicing) 50 per pane—110 million.

Oct. 4—Newsboys, Philadelphia, Pa.

????—Red Cross
????—Civil Engineers
????—Bible
????—Armed Services Women.

ISSUED TO DATE

1004—Betsy Ross 3c, Philadelphia, January 2.

1005—4-H 3c, Springfield, Ohio January 15.

1006—B&O RR 3c, Baltimore, Md., February 28.

1007—AAA Safety 3c, Chicago, Ill. March 4.

C46—80c Airmail, Honolulu, Hawaii March 26.

1008—NATO 3c, Washington, D. C., April 4.

1009—Grand Coulee Dam 3c, Grand Coulee, Wash., May 15.

1010—Lafayette 3c, Georgetown, S. C., June 13.

To obtain First Day Covers collectors can send not more than ten envelopes, each with a name and address, to the postmaster of the designated first day city with a request for first day service. Payment must accompany to cover the face value of the stamps to be affixed to the covers.

PEACE SETS

7c. Kathiri, Antigua, Bermuda, Cayman, Gibraltar, Leewards, Montserrat, Nigeria, Nyassaland, Pitcairn, Sierra Leone.
8c. Aden, Quail, Barbados, Br. Guiana, Ceylon, Fiji, Gambia, Gold Coast, Gr. Brit., Grenada, Mauritius, St. Kitts, Lucia, Somaliland, Trinidad and Zanzibar.
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16T23	.31	231	.18	512A	.19
16T24	.46	232	.60	526	.18
15T25	.36	233	.95	526A	.13
15T26	.44	234	.95	526B	.39
15T01	.30	236	.90	535	.39
15T023	.30	265	.29	539	.23
16T10	.45	268	.39	541	.36
16T17	.49	270	.36	542	.17
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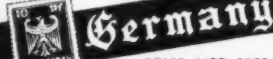
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HOUSE OF PHILATELY



By CARL P. RUETH

Dear People of France:

While I can speak only for myself, I am sure that many of my fellow countrymen join me in the sentiments which follow. They concern a commemorative stamp issued on June 13 said to be a tribute to your most esteemed and gallant citizen, Marquis de Lafayette.

I ask that you do not judge the worth of our regard for this fine man, or the quality of our artistic and cultural well-being by this gummed label.

All governments have weak spots of some kind or another. A sizeable one exists in our Post Office Department where we more often than not choose puny events to commemorate, ill-conceived and inappropriate designs, and lack-lustre colors the like of which are used no where else in the world for stamps.

We salute Lafayette from our hearts—we bask in the warmth of your continued friendship—we are victims of artistically tasteless bureaucrats.

I hope you understand.

1. What was the last commemorative stamp of the Lafayette which pictured a Frenchman in the design?
2. When was the last time a Hollander appeared in the design of a commemorative?

Recently a stamp club sponsored a free cachet to be applied to the prepared covers of collectors. In a letter the sponsor wrote me was recounted, with some amazement and bitterness, the stupidity, gall and unthoughtfulness of some of those who applied for the service.

The instructions were most plain, stating the size of the envelopes to be used, the sum for postage and the method of mailing. But apparently a fair number of illiterates or inconsiderates read the item, the man said.

It should be remembered by the few who are guilty that in the first place sponsors of an accommodation or service for which they do not charge are doing so on their own time, without pay, and usually as a gesture of good will to their fellow collectors. They do not owe anyone anything on the deal except performance of the proffered service within the stated limits.

If it is stated that only a certain size envelope will be cacheted; that no postal cards will be handled; or that you must affix a 3c stamp to the envelope, that is exactly what is wanted and nothing else. You have no right to impose anything beyond the stated limits on the sponsor, and if the sponsor is on his toes, he will consign such material in the waste basket.

Another complaint occurs when a bundle of covers is sent for servicing the "cheap john" who sent it did not put enough postage on it and it arrives postage due. Sponsors should refuse such packages, absolutely.

If you are going to collect covers or anything else read all the instructions and the facts and then do accordingly. And on these free deals, and the others too, use commonsense on your mail. They cost no more than the ordinary 3c and are a very small token of appreciation and philatelic friendship.

The stay-at-home part of our family drove to Greenville, Ohio last week-end to visit our oldest who was there for the big Boy Scout Camporee, an annual affair which brings in Scouts from all over this part of the country.

At these events many of the boys bring all kinds of material for swapping and it is downright entertaining to see one of the swap sessions in progress. The participants lose all consciousness

of the crowd surrounding any one of these "give and takes", so intently are they at it.

In one group the boys were making stamp deals, furiously. The founder of the Scott Catalog must have turned over several times in his grave while any of the stamp perfectionists in the audience must have been shaken to their boots.

To begin with, the temperature was close to 95, the broiling sun supplied the light and you can guess how dirty were the hands of the boys of this age lacking motherly supervision. Mint Plate blocks and plain blocks and singles were handled with abandon. If they stuck to the fingers, they were pulled loose, and one time I saw a boy with four blocks stuck together and to his hand hike over to running water and douse the lot.

Covers acquired fingerprints which will never be erased. Other items acquired slight tears, bends and smudges. But do you know what?

Those kids had more fun for all their dirty hands and stickiness than a cage full of monkeys. And who are the rest of us to look down our noses at their stuck-together stamps, and their smudged covers?

Have seen but one pre-first day cover of the Lafayette commem. It came postmarked from a nearby state, sent by an Ohio collector resident near the state-line.

In his hurry recently to get the news to me about impending highway mail service in Georgia, Virgil J. Geary, Dayton, Ohio, secretary of the National Highway Post Office Society named the wrong railroad in the report. It isn't the G.M. & O RR which is going to switch from railway car service to bus for various communities in Georgia. It's the Central of Georgia RR which is planning to do so.

That should put the railroads in their proper places!

THANKS FOR THE COVERS

DEPT.: E. L. Bradley, West New York, N. J.; David Hershkowitz, Brooklyn, N. Y.; W. N. Wright, Ogden, Utah; M. Poisson-Massart, Antwerp, Belgium; Manoel F. da Motta, Rio de Janeiro, Brazil; Morris W. Beck, Whitewater, Wis.; E. O. Wiles, East Liverpool, Ohio.

Henry K. Finne of Indianapolis writes that he has heard rumors that interested persons are trying to sponsor a stamp to honor the late General George S. Patton. He is concerned for with his fellow worker on the Indianapolis Star, Tom White, they have been trying to get such an issue produced.

Mr. Finne and Mr. White would like to join forces with such other sponsors for more concerted action. Mr. Finne having as his address P. O. Box 1031, Indianapolis, Ind.

Mr. White is the national adjutant of the World War Tank Corps Association, and editor of the group's publication, "The Tankerine". He reports that the Tankers are solidly behind a Patton-War Tank stamp, and offers a letter showing that Gen. Dwight D. Eisenhower is for it too.

There's more than one way to sell products and Sol N. Shure of Shure Brothers, Chicago, is employing a philatelic one to help the sales department along.

The firm has just brought out a new series of microphones which have been introduced with a postal card teaser campaign among the firm's customers. It consisted of four cards mailed between June 10 and 20 from significant post offices.

The first card pictured a crowing rooster postmarked Crow, Texas; the second, a hen on a nest from Hatchville, Mass.; the third, an egg quivering with a new life from Egg Harbor, Maine; and the fourth, a chick bursting forth from an egg from Newborn, Ga.

Mr. Shure is a prominent philatelist with a specialization in Israel and Palestine. He founded the Israel Philatelic Society of Chicago.

1. The Detroit, picturing Cadillac.
2. The Volunteer Fireman, picturing Peter Stuyvesant.

A stamp of Sweden depicts catching sunlight in a bowl.

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For those who have entering the mail order business in mind, a recently issued book might prove quite helpful. Named "Dollars In The Mail", it claims to make known steps to be taken to become and remain successful in the business. Hints are given to increase sales of those now operating. The book is sold by Ohlman Philatelic Services, 116 Nassau St., New York, N. Y.

Customers of "Gene's" are being asked to remember the new address of the firm. Operated by Eugene Halterman, it is now located at 1051 Trumbull Ave., S.E., Warren, Ohio in expanded facilities. Gene's handles United States mint and used, the new issues, and a fairly comprehensive general stock. Currently featured in ads are the Officials of Switzerland.

Stanley Gibbons of London, England Albums, Catalogs and Supplies are now stocked by Alex Jason, 911 Tenth St., N.W., Grand Rapids 4, Mich. Albums include the lower priced printed page books on up to the deluxe leather bound ones. Gibbons Catalogs are issued in several sections and cover the world. Accessories include stock books, perf gauges, and etc.

Now visiting in Europe is Fritz Billig, of Billig & Rich, 55 W. 42nd St., New York 18, N. Y. Customers of the firm can expect important material for their consideration in the coming months as the result. It will include additions to an already sizeable stock of stamps, more of the better class auction material, and perhaps another Philatelic Handbook.

Art Exhibition Of Venice Has Stamp

According to Vittorio Lo Bianco of New York the Italian Post Office has just released a commemorative stamp to mark the 26th Art Exhibition in Venice.

The stamp has a face value of 25 lire, is in a black color on a yellow back ground. It shows the San Marco Lion, emblem of the old Venice Republic, on top of a column with the Rhodes coat of arms, which is standing in the San Marco Square in Venice.

The Venice Exhibition stamp will be overprinted AMG-FTT for use in the Anglo-American zone of Trieste.

The Italian issue commemorating the first Centenary of the Parma-Modena stamps has not as yet been overprinted for Trieste and there are rumors that they will not be so handled.

Canada Announces New 4c Stamp

On July 26th a new two color 4c Postage Stamp will be issued honoring the first meeting in Canada of the INTERNATIONAL RED CROSS. First Day Covers serviced with Artcraft and Artmaster cachet at: singles 25c; blocks 40c; plate corners 75c.

CANADA FIRST DAY COVERS STILL ON HAND

- 4c CITIZEN — Artcraft and Smartcraft engraved cachet; single 45c; block 65c; inscription (plate) block 95c.
- 4c ALEXANDER GRAHAM BELL — Artcraft and Smartcraft engraved cachet; single 30c; block 50c.
- 4c PRINCESS ELIZABETH — Artcraft and Smartcraft engraved cachet; single 20c; pair 25c; block 30c; inscription (plate) block 60c.
- 4c RESPONSIBLE GOVERNMENT — Fulton engraved cachet; single 25c; block 40c; inscription (plate) block 75c.
- 4c NEWFOUNDLAND - CANADA — Fulton engraved cachet; single 25c; block 40c.
- 4c HALIFAX BICENTENARY — Fulton engraved cachet; single 30c; block 45c.

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THE "PREZ" CHECKS IN. Cmdr. Herbert Rommel, president of the Universal Ship Cancellation Society is shown above registering at the convention of the USCS held earlier this month in Newark, N. J. Charles Miller of the Bainbridge Chapter (seated) smilingly hands over the registration card while two postal employees get ready to postmark the first covers from the Convention Station post office to Cmdr. Rommel. Watching the proceedings are (third from left) John Gill of Melrose, Mass.; Dr. Forrest Swisher of Alexandria, Va.; and Burgess Thomas of the U. S. Maritime Service.

—Photo, Ted Stone, NYC

Vatican Philately

by William Wonneberger, Jr.

PART III

Council of Trent

On February 21, 1946, the 400th anniversary of the founding of the Council of Trent was commemorated by a set of stamps. It was printed on unwatermarked paper by the photogravure method. The Council of Trent, founded by Pope Paul III, was first opened in Trent in 1545. The Council was called to bring order, and to define, and organize the various dogmas and creeds existing in the Vatican. The people who were identified with this Council, both religious and political, are pictured on this set of stamps.



Pope Paul III (1468-1549) from the beginning of his reign, made every effort to eliminate the different problems arising in the Vatican as to what the people should or should not, believe. After two unsuccessful attempts, he finally succeeded in 1542 to call a council to meet at Trent. He vigorously promoted the Council until his death. Pope Paul III is pictured on the 10 lire stamp.



The Emperor associated with the Council was Charles V (1500-1558). After meeting with Pope Clement VII in Bologna in 1530, he cooperated for the preparation and the continuation of the Council. Charles V (5L.) helped in this Council to restore religious peace in his domain and not primarily for religious duties.

The Cardinal legates who presided at the opening of the Council of Trent are as follows:



The four lire stamp pictures Giovanni Maria del Monte (1487-1555). He was made a Cardinal in 1536, became Bishop of Palestrina in 1543, and elected Pope Julius III in 1550. He reconvened the council a year later, continuing it until the sixteenth general assembly on April 28, 1552.

The three lire pictures Marcello

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Cervini (1501-1555). He was Cardinal titular of Santa Croce, and later became Pope Marcellus II for the remaining 21 days of his



life. He was a man of rare ability, patron of learning, collector of Codices, and a champion of Catholic Reform.



Reginald Pole (1500-1558) is pictured on the 2.50 lire value. Pole came from a royal English family. He was made a Cardinal in 1536, and Archbishop of Canterbury in 1555. Cardinal Pole had a noble mind and subtle humanist education. He was a fearless defender of the Vatican.



The next person honored was Christoforo Madrusi (1512-1578), who was pictured on the two lire value. He was Cardinal priest of Saint Cesario and Bishop of Trent from 1539 to 1567.

The seven persons honored as the promoters of Catholic Reform are herewith:



Saint John Fisher, Cardinal Bishop of Rochester (1504-1535) is pictured on the 1.50 lire stamp. He was one of the first and most

influential men who wrote in defense of Catholic doctrine and because of his strong faith he was slain. He was canonized together with Thomas More in 1935.



Saint Cajetan Theane (1480-1547) is shown on the 1 lire value. He was co-founder of the Theatines, a group of priests noted for their virtue. This group later became a nursery of Bishop reformers according to the decrees of the Council.



Saint Ignatius of Loyola (1491-1556) is shown on the 75c stamp. Originally a knight and warrior, he became a great religious teacher. Saint Ignatius persuaded colleagues of various nations in the University of Paris to form a society to preach to the infidels. It has furnished such leading theologians as Lainez and Salmeron who labored continuously for the Reform.



St. Anthony Maria Zaccaria (1502-1539) is pictured on the 50c stamp. St. Anthony, a nobleman of Cremona, and a physician of the poor, founded the Society of St. Paul with other noblemen of Lombardy. This society was dedicated to the teaching of the faithful and the administration of the Sacraments.



The 25c stamp bears a likeness of Saint Angela Merici, (1474-1540). She was noted for her works of charity and piety, and as a promoter of the reform in the Church. St. Angela was the foundress of the Ursulines, a group of nuns dedicated to the education of young women. This (Continued on page 8)

Sports on Stamps topicalists might want to include the stamps Sweden issued in 1939 honoring Per Henrik Ling, said to be the father of Swedish Gymnastics.

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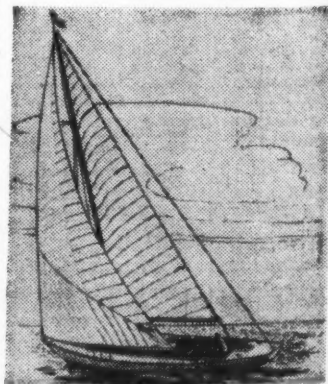
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Congo—Flowers	6v .38
Cuba—50th Anniversary	11v 2.25
Czechoslovakia—Sculptor, Children	6v .57
France—Narvik, Chamber, Counsel	3v .36
Germany—Friendship, Bike	2v .97
Hungary—Olympics	6v .65
Italy—Parma	2v .22
Israel—Flowers and ZOA	4v .59
Jugoslavia—Child	1v .10
Jugoslavia—Tito Birthday	3v .50
Luxembourg—Centenary	7v .75
Land—Airs	3v .60
Netherlands—Flowers, Miner	3v .33
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Spain—Stamp Day, Olympics	3v .60
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21 .10	40 .04	58 .04	82 .25
22 .07	41 .04	59 .04	83 .04
23 .07	42 .04	60 .05	84 .04
24 .22	43 .06	61 .08	85 .08
25 .04			
26 .04			
27 .05	44 .08	67 .10	89 .14
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FRANCE'S FIRST INTERNATIONAL HELICOPTER FLIGHT took place on June 1, the first day of issue of a commemorative to mark the Congress of Europe held at Strasbourg in eastern France. The stamp in a blue green, pictures the meeting building, the Strasbourg Cathedral and a map of Europe. Denomination is 30fr. A pictorial postmark recognizes the Congress and shows the Cathedral Tower and a helicopter. The flight took place to Luxembourg where the cover received the special postmark of CENTILUX, international philatelic exhibition then in session. Pierre A. Cubells, 2 Rue des Gravières, Soissons (Aisne) France was responsible for the cover above.

How To Collect Maritime Covers
by Walter Valiant

As a beginner or newcomer to merchant marine philately you no doubt want to start building a collection of covers as quickly as possible. To this end the following information, supplemented by membership in the Maritime Postmark Society and its bi-monthly publication SEAPOSTER, will be of help to you.

SEAPOSTER brings current and historical information on seaposts, on ships operating with special markings or calling at ports where "paquebot" cancels are used.

Under U.P.U. regulations, a paquebot may be used on mail posted on board a ship foreign to the post office receiving the mail for forwarding. Many ports no longer have paquebot cancels. Some have them but do not use them.

From SEAPOSTER you will learn what ports do currently use paquebot or equivalent cancels, and what ship markings exist.

In sending out your own covers: 1. Preferably use standard-sized envelopes 6 1/2 x 3 3/4 inches as they are easier to mount, exchange or sell. Include U. S. of America in your address.

2. Envelope flaps preferably should be tucked in, not sealed, and a filler should be used to keep the envelope stiff, even if first class postage is used. Where you can, use the print rate and so mark your envelope in the language of the country where the cover will be landed. Postage rates for the more important maritime countries are as follows: Generally use the same postage as the ship's nationality.

3. Don't send too many covers to one ship for servicing. The Captain, purser or second officer may refuse to handle them or apply his ship's mark or mail them at the port requested. Or he may mail covers intended for different ports all at one port.

4. Don't send covers to a port where they can be dropped off at the next port of call without receiving the paquebot mark you want. For example, don't send covers to a U. S. ship at San Francisco in order to get a Balboa, Canal Zone, paquebot. The ship probably will call first at Long Beach or San Diego, and under U.P.U. and U. S. postal regulations, the mail must be dropped off at the next port of call. All you will get as a result is a regular cancel on U. S. stamps.

French ships from New York asked to drop mail at Plymouth or Southampton often take it on to LeHavre. Result: no paquebot cancel as such markings apply

only to mail foreign to the port of call, i.e., with stamps of a different nation from that which receives the mail for forwarding. Occasionally British ports will "paquebot" mail from British ships bearing British stamps. But that is an exception not to be relied on. As you see, there are no hard and fast rules. This means you sometimes don't get what you want. And you sometimes get what you don't expect or don't even know about.

5. Ship schedules may be found in business newspapers, from shipping literature, sailing schedules or advertisements of shipping companies and travel agencies. Also, several publications are devoted to listing ship sailings by date and port. These include: "Pacific Shipper" issued weekly at 45 California St., San Francisco 13, Calif., 15c per copy, \$3.00 per year; in "Shipping Digest," issued weekly at 16 Bridge St., New York 4, N. Y., at 25c per copy or \$5.00 per year; and in "Official Steamship and Airways Guide" issued monthly at \$1.00 or \$10.00 per year at 229 Madison Ave., New York 17, N. Y.

6. A cover generally cannot be proven to have been mailed at sea, even if it has a ship mark, unless it also has a paquebot or seapost cancel on the stamp or the face of the cover. If an official mark is used, it must actually cancel the stamp.

7. A covering letter to the Ship's purser, Captain or Second officer (depending on how big the ship is or whether it carries passengers or is primarily a freighter) asking him to handle your covers should read somewhat as follows:

"I am a collector of envelopes mailed from ships having seaposts, posted on the high seas, or similar marks, or calling at ports using Paquebot cancellations in accordance with international postal regulations. I would be grateful if you would mail the enclosed envelopes from your ship in such a manner that they will get the paquebot cancellation at (or... so that they will receive your vessel's seapost cancel). Also kindly rubber-stamp your ship's name on the face of the envelope. Thank you for these courtesies which you may be sure are appreciated."

Eliminate what is not needed, and use commemorative stamps on your letters to the ship. You can also enclose a few used U. S. commemoratives in good condition in appreciation of services to be rendered.

In addition to sending out your own covers, professional cover services are available as advertised. Happy hunting.

Italian Labor Products Exhibition Merits Stamp

A 25-lire commemorative to mark the exhibit of "Italian Labor throughout the World" is reported by P. Ostrow.

The commemorative was released on June 7, on occasion of the "Mostra d'Oltremare e del lavoro Italiano nel Mondo" (Overseas exhibit of Italian Labor throughout the world) held in Naples. Color is ultramarine. Central design shows a map of the world, with a hand holding a torch superimposed upon the globe.

The stamp has been overprinted in black for use in Trieste.

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ARGENTINA—Twenty-three different stamps were demonetized as of June 1, according to H. G. Spanton. Among the issues affected are the 1st Antarctic Mail, Frigate Sarmiento, Cervantes, International Bridge, River Platte posts, UPU, World Shooting Championships and Railroads.

JUGOSLAVIA—The three-value set honoring Marshall Tito's birthday has been adopted for use in Trieste's B-Zone by working in the initials STT-VUJA.

FRANCE—This country's two newest stamps have been noted by Gimbels Stamp Dept. from advance photographs. The first is a 30fr. value, in pink, marking the battle of Bir-Hakeim in 1942, and shows the monument standing there now. This stamp will appear June 23, and will be followed a week later by a 15fr. upright stamp, also in pink, depicting the Abbey St. Croix de Poitiers.

ITALY—One stamp was released June 7 in commemoration of the Overseas Exposition, according to Vittorio Lo Bianco.

SAN MARINO—Six values appeared June 29 to mark the Trieste Fair, according to Vittorio Lo Bianco. The stamps will be those of the recent Columbus set but in new colors and with an appropriate surcharge.

There will also be a four-value set, all for airmail use, for the Philatelic Meeting at Rimini. Values will be 2, 3, 5 and 10 lire.

SPANISH COLONIES—A 5-petaset airmail honoring Ferdinand the Catholic is to be released in July for Ifni, Spanish Guinea and Spanish Sahara. According to Whitfield King & Company there will be 50,000 of each.

SYRIA—An eight value pictorial set has been reported.

When Sweden's Parliament became 500 years old in 1935 that country produced a set of stamps in honor of the occasion.

NEW AND RECENT ISSUES
Check and mail for approvals.

AUSTRIA, Schonbrunn	(1) \$.10
BELGIAN CONGO, Flowers	(6) .40
CANADA, 4c Surch O	(1) .07
CUBA, 50th An. Republic	(1) 2.30
FRANCE, Chateau, 20F	(1) .11
FRANCE, Counsel, 30F	(1) .14
FRANCE, Narvik	(1) .14
FR. MOROCCO, 6, 18, 20f	(3) .25
GERMANY, Reconstruction	(4) .20
HUNGARY, Olympic	(6) .63
HUNGARY, May 1st	(1) .25
HUNGARY, Women's Day	(1) .27
INDO-CHINA, Laos Dues	(1) .56
INDO-CHINA, Laos Lady	(5) .56
ISRAEL, NY Skyline	(1) .32
JUGO, Tito's Birthday	(3) .50
LUXEMBOURG, Air Cent.	(5) 1.40
LUXEMBOURG Postage Cent.	(2) .85
N. BORNEO, new 50c	(1) .27
SWITZERLAND, Pro Patria	(5) .56
TUNISIA, 18f Horse	(1) .08

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Geo. VI cpl. to \$4.80 value @ .55.30	Jamaica, #140-3d.08
	Jamaica, #121-3d green10
St. Vincent, 5 new stamps change	Great Britain, change of color
of colors and values20	dues (3)30
Jamaica, 3d new color06	Br. Guiana, 4c new perf.64

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Somaliand Prot., #84-95 Geo. VI... 7.50	New Zealand, AR84 16 /
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VATICAN PHILATELY

(Continued from page 6)

group later spread throughout the world and is still flourishing today.



One special delivery stamp (12L.) pictures Casper Contarini (1438-1542), nobleman of Venice. He was elevated to a Cardinalship from the lay state. As Bishop of Belluno, he was noted for his action for the Reform. Contarini was a great supporter of Pope Paul II's efforts for the Council.



The second special delivery stamp (6L.) bears a likeness of Matteo Giberti, Bishop of Verona. He was the originator of the modern care of souls, and in his diocese he patterned his model of Reform after that of the Fathers of the Council.



The monumental Cathedral of Saint Vigilio in Trent is shown on the 5 cent stamp. It has an exterior in severe romance style and an interior in the form of a

Latin cross of three naves. The Council operated from here and 23 of its 25 general sessions were held in it.

Basilicas and Titular Churches

On March 7, 1949 the Basilica Series was first placed on sale. This set, the forerunner of the Holy Year, was produced by the photogravure process with the exception of the 100 lire stamp which was engraved.



The 40 lire special delivery pictures an aerial view of St. Peter's Basilica in Vatican City. This basilica, the largest in the world, was erected in 306 A.D. If it were not for it being erected over the tomb of St. Peter, the first Pope, Vatican City would not be located where it is today.

The first Church of St. Peter was about half the size of the present structure. It is said that Emperor Constantine labored with his own hands, carrying twelve baskets of earth, one for each of the Apostles, in the construction of this Basilica.



The 30 lire special delivery shows St. John's Basilica in Rome. St. John's is the Arch-basilica and the Cathedral Church of the world. It was here that the first home of the Popes was made. All Popes were crowned here until 1870, and it has always been the Cathedral Church of the Pope. It was here that Pope Boniface VIII

proclaimed the first Holy Year.



The Basilica of St. Paul is shown on the 35 lire stamp. This basilica is built over the tomb of St. Paul and is the second largest in the world. The original structure was built in 313 A.D. and faced East. It was enlarged by 390 and stood for over 1,400 years when it was destroyed in 1823 by fire.

The present basilica was built during the reign of three Popes with the help of contributions of the entire Catholic World.



The last of the four major basilicas of Rome, St. Mary Major, is shown on the 40 lire stamp. The basilica was built by Pope Liberius (325-366) after a vision of the Holy Virgin appeared to him on the night of August 5, 352, and told him to build a church on the Esquiline Hill on the spot where snow would be the next morning. Even though it was a hot summer month the snow was found in the morning. The basilica was then built.



The Basilicas of the Holy Cross of Jerusalem, St. Sebastian, and St. Lawrence, are pictured on the

13, 16, and 25 lire stamps respectively. These three basilicas, in addition to the four previously



mentioned, form the group of the seven Penitential Basilicas of Rome that pilgrims visit to gain special indulgences. All stamps picturing basilicas are of horizontal format.



The 1 lira, 3, 5, and 8 lire stamps picture four of the Titular Churches of Rome. These four stamps, arranged vertically, show the Churches of St. Agnes, St. Clement, St. Praxedes, and St. Mary respectively. All these designs were taken from old en-

gravings of Giambattista Piranesi (1720-1778) and Luigi Rossini



(1790-1857) and are not replicas of the basilicas as they exist today.



The set is completed by a stamp bearing the likeness of Pope Pius XII. It was designed by Prof. Corrado Mezzana who also did the ornamental designs of the other stamps.

(This story of the philatelic material of Vatican State is necessarily condensed. Should you want additional information send a stamped-addressed envelope with your request to William Wonneberger, Jr., 556 Newfield Ave., Bridgeport 7, Conn.)

(Continued next week)

A map of Burma is depicted on a set of four stamps which that nation issued in 1946 to mark the victory of the allied forces in World War II.

BARGAIN SALE

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Because of ever increasing costs and excessively high prices we are going to discontinue the greater part of our line of Philatelic Products. We have been contemplating this move for the past year or more for various reasons, among which are the ever soaring prices on merchandise of this character. Prices that have become so high that we almost feel ashamed of having to ask such prices for material. Also we feel that we can best devote our entire energies to the production and promotion of Linn's Weekly Stamp News which has grown to be considered by many as the leading American Philatelic Publication.

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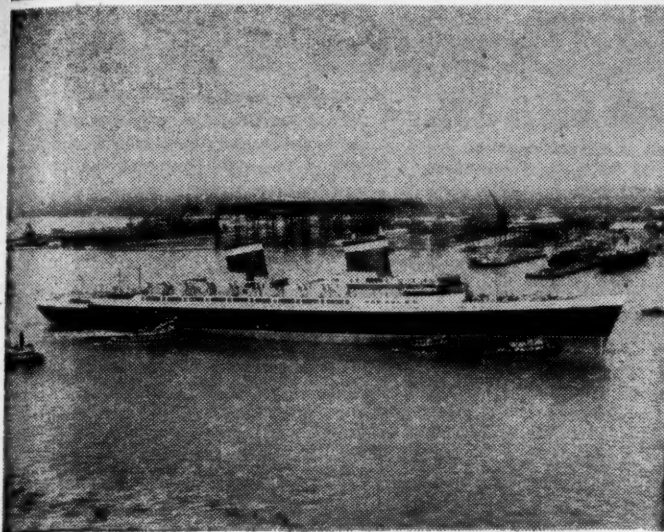
All other items as listed below will be discontinued when present stock is sold. Much of this material is very desirable and at the new sacrifice prices we suggest that any who need pages or supplies will order as much as they can use at once. The cut prices on many of the items are for less than we can replenish our stock. Prices have advanced on some items to the point where if we should continue them we would have to advance the price to a much higher figure than heretofore, so we are closing out at prices lower than we could buy for again. This is your opportunity. ORDER NOW.

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REMEMBER THIS IS A CLOSE OUT SACRIFICE SALE. WHEN THESE ARE GONE THERE ARE NO MORE
ORDERS UNDER \$2.00 ADD 10c EXTRA FOR HANDLING
PLEASE GIVE SECOND CHOICE IF POSSIBLE

Linn Philatelic Products, Sidney, Ohio



The "UNITED STATES" after her flotation launching is shown on her way to the fitting docks for completion. Because of her size and the fact that there were no facilities for the usual "sliding down the ways" launching the flotation type send-off was given the vessel. It has since been on test runs off the Atlantic Coast where new speed records have been established for passenger ships.

HULL "488"

by M. P. Esser

As this special Maritime Postmark Society issue of LINN'S is devoted to maritime philately, it is appropriate that we tell you the story of Hull "488." The title of our story is taken from the files of the Newport News Shipbuilding & Drydock Company, of Newport News, Virginia. For a time, it was the only identification for a ship that all Americans are destined to be proud of.

Shortly after the end of World War II, the idea of an American "super-ship" began to take form at meetings between officials of the United States Lines, the Maritime Commission and Gibbs & Cox, Inc., Naval Architects. Anxious to rehabilitate their war-depleted Atlantic passenger fleet, the United States Lines on March 26, 1946, proposed to the Maritime Commission the building of a super-liner, and made funds available for the preliminary plans.

It then commissioned the ship designing firm to draw plans for "an outstanding express liner of remarkable safety, speed and efficiency, and readily convertible to troop-carrier service."

Work on these plans began immediately, spurred on by the return to service of the British luxury liners Queen Elizabeth and Queen Mary. On April 6, 1949, technical experts of the Maritime Commission inspected and endorsed plans for the proposed liner. Funds for the building were granted at mid-year when Congress approved the Commission's appropriation for the fiscal year 1949.

All United States shipyards capable of building a ship of this size were asked by the Commission, on August 13, 1948, to submit bids for the construction of the vessel. On December 2, 1948, a low bid of \$67,350,000 was submitted by the Newport News concern.

On April 7, 1949, the Commission and the United States Lines reached a financial agreement, and the shipbuilding firm was notified to proceed with the construction. The contract was signed on May 3, 1949 and on February 8, 1950 the fifty-five ton keel was laid for Hull "488."

Shortly thereafter, General John M. Franklin, President of the United States Lines, announced that the name of the ship would be the "UNITED STATES."

At 12:43 p. m. on June 23, 1951, Mrs. Tom Connolly, wife of the senior Senator from Texas, shattered a bottle of champagne against the sharp bow of the new vessel. It is usual to add, "as she slid down the ways." But this ship, the "United States" was much too large for launching in this fashion, as there were no inclined ways large enough to hold her in this country. She was launched by the "flotation method" which consists of flooding the dock in which she was built until she was waterborne.

An estimated 50,000 people, including shipyard workers and their families, government officials, leaders of industry, shipping executives and representatives of the armed services, massed alongside the huge dry dock for the traditional ceremony.

Many of the statistics connected with this great ship are in the "hush hush" class because of present world conditions and the defense features built into the vessel. The overall length of the ship is 990 feet (almost five city blocks long), while her height from the keel to the top of one of her "sampler type" funnels is 175 feet, about the average of a twelve-story office building.

There will be a total of twelve decks. Her speed is listed as "thirty knots plus," and we would like to go out on the proverbial limb with the prediction that the "plus" is going to be at least the two knots necessary to capture used as a troop ship. Air condi-

tioning, in either tropical heat or Arctic cold, would be a distinct boon to the 14,000 men which the liner would carry in the event of war.

The two distinctive red, white and blue stacks of the "United States" deserve special mention. They are the largest funnels in the world, sixty feet long and fifty-five feet high. The "sampler" top which serves to deflect exhaust gases up and away from the sun and sport decks is a distinctive feature tried and proved on the S. S. "America," present flagship of the United States Lines.

The stacks are made entirely of aluminum and the section held together by a total of 65,000 aluminum rivets. This number of rivets, large though it is, is only a small percentage of the total number used throughout the ship. It is estimated that there is a total of 1,200,000 aluminum rivets in the hull, as well as 250,000 made of steel.

The use of aluminum throughout the ship results in her having a much lighter draught than would otherwise be possible for a ship of this size. The exact figure is not being made public for reason of security, but will come out in time as the ship gets into operation.

The width of only 101 feet six inches for the "United States" also means that she can transit the Panama Canal with nine feet clearance on either side. This width represents a major design change from the old concept that a ship would have about nine feet of length to one foot of width to a ratio of ten to one.

Now for the few words about her appointed "skipper." He has previously commanded the "Manhattan," "Washington" and "America," all United States Lines vessels. He is none other than Commodore Harry Manning, Commodore of the Company's fleet.

Commodore Manning is fifty-five years old, and is one of the very few shipmasters of his generation who began his service in sail. After his graduation from the famous New York State schoolship "Newport" in 1914, he joined the American barque "Dirigo" as an able seaman, and rose rapidly through the ranks to command in 1928, at the age of thirty-one.

From his early days at sea, Commodore Manning has had a career full of high adventure that landed him on the front pages a number of times. Among the honors which he has won are the United States Gold Medal for life saving, Navy and Marine Corps Medal, Chevalier of the Order of Maritime Merit of France, Italian Government Medal for life saving, Lifesaving Benevolent Association gold medal, United States Lines Distinguished Service Medal, New York State Conspicuous Service Cross, and New York City medal for heroism.

Commodore Manning won America's first argument with a German submarine, before we entered World War II. An enemy U-boat halted the "Washington" with 1,000 passengers aboard in July, 1940, and signalled its intention to torpedo the vessel. While passengers were being put into life boats, Commodore Manning stood by the blinker flashing forceful messages to the Captain of the submarine who finally thought better of his plan to sink the "Washington."

His most widely known exploit, however, came about in January, 1929, when as chief officer of the old "America" (ex - Hamburg American Line's pre-1914 "Amerika") he commanded the lifeboat which rescued the entire crew of thirty-two half-frozen and exhausted men from the sinking Italian freighter "Florida" in the center of a whole gale, and through sleet, darkness and mountainous seas, a feat considered at the time as one of the finest pieces of seamanship on record.

The manner in which the rescue was effected was used in the United States Navy textbook on seamanship. For Commodore Manning we can only wish smooth seas, clear skies, and "Bon Voyage."

A special cachet for the Maiden Voyage of the "United States" has been announced by the Post Office Department. This ship, started as Hull "488," now proudly bears the name of the greatest country in the world, and we should take every opportunity to publicize it. Once again the United States is letting the world know that we are after our rightful place on the high seas.

To Commodore Manning and his crew of one thousand well-trained specialists, we say: "BON VOYAGE, UNITED STATES."



MINT SHEET BROKERAGE
8470 Blue Ash Rd.
Rossmyrne, Ohio

At this point it is interesting to note that the original strength displayed by the Byrd Panes has extended itself to the entire Exhibition Sheet department. Unless further developments render this information obsolete by the time we reach print, our prevailing market reflects demand strong for Byrd Panes at the \$1.25 level, and if you will recall that retail a few months ago was only \$1.15, you will get some idea of the movement here.

Latest retail nearly \$2.00, if this figure has not already been reached, and no wholesale quantities listed for the time being.

Along this line, it is significant that the regular Byrd sheet is also in greater demand than before, and the same interest displayed in the Byrd issue is now evident in 1c and 3c Chicago Panes, 1c and 3c Parks, SPA and Tipex. We quite agree that it takes more than one sheet and one issue to make a market, and the spread of strength on these other six issues is worth noting.

Currently Tipex Bid \$21.00 with None Available, and 1c Parks have moved up quickly from a recent \$33.00 per 100 to \$40.00 per 100, the latter having represented the Ask price only last March. 3c Parks are up to \$17.00 per 10, with limited quantities to be had at the \$2.00 level.

If you have an old Quotation Bulletin handy you might get a better perspective on the picture here by comparing some of the

quotations prevailing the last few years.

Take the 1c Park Pane as one example. Ten years ago it was strictly a double face deal, with Bid \$12.35 per 100 and a \$13.40 Ask. June 1943 prices were up 10%, but one year later it had climbed to \$19.00 per 100 with None available.

June 1945 quotes of \$22.50 Bid and \$27.75 Ask gave evidence of a rapidly rising market, and the same time in 1946 Bid hit \$56 and Ask \$75.00. The all time high was reached a few months later, but by 1947 following the Centennial show it was back on its way down with a \$45-\$55 quotation. Only within the last year was a low point of \$30.00 Bid reached, coupled with \$35.00 Ask.

These casual references to our master files frequently reveal figures that are even startling to us, close as we are to the situation. Many readers will remember that the 3c Chicago Pane in 1942 was still worth face, and the absence of any firm Bids reflected this, particularly when delivery could be had at 80c per Pane.

Equally curious was the 1c Chicago Pane, which in June 1944 was Bid \$55 per 100, and Ask \$60.00. Following year saw improvement up to \$62.00 Bid with None offered, and one year later it had made the fantastic leap to \$154.00 per 100, with \$160.00 Ask. Quite an appreciation for an item that could have been purchased as late as June 1942 for about 10c over face....

We also detect interest that is spreading itself out from the exhibition panes to some of the other regular commemorative perf issues, and while this may still be an early stage in the possible return of a good stamp market, at least it has progressed some distance from the point of being a one issue "hot" market.

—Warren W. Scholl

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Post Binder, heavy board back finished in a rich blue. Backbone is stamped in gold. Fifty pages of heavy Bristol card stock, quadrilled in gray by lithography. Pages have mounting area of 7 1/2 inches and have guide marks in center and at all four sides opposite center as a guide to mounting. Every page lined hinged so your album will lay open perfectly flat. Glassine interleaves between every page. A plain title page in front. All pages interchangeable.

• SLIP CASE—With each album a splendid slip case of heavy board covered with the same beautiful finish as the binder and a perfect match, making a splendid receptacle for this beautiful album.

ALL FOR ONLY

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WAS \$1.25 - NOW 80c

Fine for counter books and many other uses. Get a supply now.

BLUE BOY ALBUM

100 Pages 80c

This album has a rich blue cover of extra heavy, finest quality art cover paper, with jet black backstrip and corners set off with gold lines. It has the appearance of a richly bound volume. No name or lettering on front so you can use it for anything. Just as pictured.

Made to meet a popular demand for a satisfactory all purpose album, especially desirable for pre-nuptials, odd items, single countries, cancellations or specialized collecting of single stamps etc. Makes a handsome counter book for dealers. Pages are 8 x 9 1/2 inches, printed with 25 liberal sized spaces to the page, with panel at top for name and data. Will hold 2500 stamps. Pages are of light weight bond paper so that the book will lay open when in use. Screw post binding makes pages interchangeable and there are stubs to prevent bulging. There is no better or more beautiful book for the money.

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SINCE 1939—AND STILL PAYING BEST prices for collections and accumulations, also coins. A. Larsen, 1423 Cleveland Ave., Racine, Wis. (12*)

WE BUY U. S. PER 100. ASK FOR OUR buying list. Fred A. Auerbach, 575 Riverside Drive, New York 31, New York. (12*)

WANTED, USED U. S. STAMPS IN ANY quantity. Palm Stamp Co., Box 29, Miami 1, Fla. (12*)

DUCK PLATES OF 6 RW3 to RW11. Edwin Meyer, Parnell, Iowa. (12*)

WOULD LIKE TO CONTACT PERSONS who have U. S. Used Plate Blocks for sale. Peter Rizzo, 221 A 1, P.G.U., Champaign, Illinois. (12*)

FILL BUY ANYTHING IN STAMPS VALUED from \$10-\$10,000. And I'll pay generously for fine items or collections. Lots held intact, pending acceptance of check by return mail. Elmer Quinn, Box 970, Madison 1, Wis. Since 1937. A.P.S. S.P.A. (12*)

MINT PLATE BLOCKS, COLLECTIONS, accumulations, face over face what have you? Also postage 1c to 3c at 5%, 4c up, 8%. Airmails and Specials, Jaysen, Box 1096, New York 1, N. Y. (12*)

WANTED LARGE ACCUMULATIONS of covers—both First Day and commercial. Also collections of U. S. and Foreign Singles. Write before sending. Well-Pine Stamp Co., 1324 Jacksonville Ave., Bend, Oregon. (12*)

POSTAGE: 3c. 3% DISCOUNT; 6c Air-mail 5%; Remittance same day. Frank Cressey, Disbursing Office, U. S. Navy, San Diego 33, Calif. (12*)

WE NEED VERY FINE TO SUPERB NATO plate blocks. Especially 24629-30-31-35. At present paying top prices. Send plates or list of material for our general offer. Ansonia Stamp Co., Box 371, Tuckahoe, N. Y. (12*)

CIGARETTE CARDS. OLD SCRAPBOOKS. Playing Cards. Dr. Kuzorok, 9 E. 96th, N.Y.C. (12*)

PAY \$1.00 THOUSAND PRECANCELS. NO junk. Earl Prater, Florence, Ala. (12*)

CASH FOR UNUSED U. S. POSTAGE stamps. 1/2c to 4 1/2c 4% discount. 5c to 10c including 1 1/2c 7% discount. 5c air-mail and 20c Special Delivery 8% Discount. Other stamp discounts quoted on request. Prompt Remittance. Edward A. Livingstone, 690 River Road, Beaver, Pennsylvania. (12*)

OUR 23RD YEAR — POSTAGE, 3c FULL sheets 3% discount, sheets less 3 1/2%, loose 5%. Higher 6%. Airmails and specials depending upon denomination. Postage Stamp Exchange, 115 West 23rd St., New York 11. (12*)

WANTED PRECANCELS (NO N. Y. AND Chicago). Will give German Stamps equal value. Write airmail. Paul Hahn, Rutenstrasse 121, Essen, Germany. (12*)

NEED MINT SINGLES URGENTLY: 2c Columbian 25c; 2c Pan American 35c; 2c Louisiana 45c; 1c Pilgrim 11c; 1c Weldon 10c; 5c Olympic 8c. Include other Mint & Used Singles, blocks, plate accumulations for our offer. Mint Sheet Co., 276 W. 43rd St., NY 36. (12*)

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OUR WHOLESALE PRICELISTS FREE. Universal Stampco, Inc., 110 East 23rd, New York 10. (12*)

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FRENCH COLONIES-BRITISH COLONIALS. Hoffmann, 6840-42 Pariah, Cincinnati 24, Ohio. (12*)

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SHIP MAIL CANCELS

(Continued from page 1)

tute seapost service on such new ships as the American Export Liners "Independence" and "Constitution," and the new United States Liner "United States" were turned down.

The probable reason is that with reliance on air mail for speed, and with rising costs of ship operations, it is too expensive to maintain postal facilities and personnel on board ships.

Resumption of Swedish seapost service after the last war was short-lived as that service was discontinued last year. At present the only seapost service in operation is that on Dutch ships running between the Netherlands and Indonesia and occasionally elsewhere.

Germany is making a slow comeback with shippost service on four Hamburg-South American Line ships operating between Europe and South America.

Travelling Post Offices

These are domestic equivalents of international seaposts. In the U.S. they are known as "R.P.O.'s" as they operate under the jurisdiction of the Railway Post Office. These offices are internal in scope and operate within one country or to adjacent colonies or territories. They are similar to Seaposts in that they carry postal clerks and officially issue postmark cancels.

Some past and present R.P.O.

cancels are shown, including an interesting "New York & San Juan" R.P.O. Many variations of T.P.O. cancels exist abroad, such as the British Guiana river steamer markings, the Nile River T.P.O.'s and those used on the Gambia River in Western Africa.

Unofficial marks applied at sea exist without end as any ship is a potential source of such a mark. Such markings cover everything from a straight-line identifying mark to purser's fancy hand-stamps, whether or not used for cancelling stamps on mail. Although not issued or authorized by postal authorities, some unofficial marks have acquired respectability and are passed through the mails. Among these are markings of the K.N.S.M. Line's many mail steamers operating mostly to and from the West Indies, and those of the United Fruit Company. At best, such markings occur mainly on philatelically posted mail, rarely on commercial mail.

Paquebot markings are the largest classification of ship mail markings in current use. Use of "paquebot" markings (the word comes from the French term for packet or liner) arose from the 1891 meeting of the Universal Postal Union where for the first time rules were drawn up pertaining to mail posted "on the high seas." First mention of the word "paquebot" was made in the elaboration of these rules at the 1897 meeting of the U.P.U. held in Washington, D. C. At that time it was agreed that the "Post Office" which receives correspondence posted on board, provides same with its common date stamp, adding handwritten or by stamp the word "paquebot."

The rules covering paquebot mail were extended in 1927 at the U.P.U.'s Stockholm meeting with the following agreement:

On "correspondence posted on the high seas, or between two ports of embarkation, and handed to officers or vessels carrying mail, subject to contrary agreement between the administrations concerned, postage may be prepaid by means of postage stamps and according to the postage rates of the country under whose flag the vessel sails."

"But if the mailing on board occurs during the stay of the vessel at one of the two terminal ports of the voyage or at one of the ports of call, prepayment is valid only if effected by means of postage stamps and according to the rates of the country in whose waters the vessel happen to be."

Since 1897, use of paquebot or equivalent cancels has spread to more than 400 world ports, although many of these no longer use such marks due to wartime losses, discard or cancel, or taking over by unfriendly authorities in China.

In this country, more than twenty ports from Boston on the Atlantic Coast to Seattle on the Pacific Coast use paquebot cancels at this time.

There are several variations of the word "paquebot." New Orleans spells it PAGUEBOT. Portland, Oregon, uses PACQUEBOT. Galveston, Texas, uses SHIP MAIL and Newport News uses plain SHIP. Mobile uses PAQUEBOT, FOREIGN, and Charleston used to use PARQUET.

Abroad, similar differences were or are in use. In Australia modern equivalents of nineteenth century terms still are in use. Several New Zealand ports use LOOSE LETTER or LOOSE SHIP LETTER from the old-time custom of mail posted at sea being turned over to a postal official as "loose mail," that is, mail not collected in ordinary mail boxes.

PACKET BOAT used by Auckland goes back to the old sailing packets that preceded modern steam and diesel vessels.

In the Indian Ocean, Mauritius still uses a SHIP LETTER marking, as do Cyprus, and Tangier

in North Africa. Germany before the war also used a SCHIFFS-BRIEF (ship letter) or AUS DAMPFTSCHIFF (From steamship) markings followed by a script or stamped insertion of the ship's name. Freetown, Sierra Leone in Africa still uses a POSTED ON STEAMER mark.

At Avonmouth in Great Britain the mark used is OCEAN MAIL, POSTED AT SEA inside a box. Barbados in the West Indies uses a POSTED ON BOARD cancel. Vancouver, Canada, uses a boxed PAQUEBOT, POSTED AT SEA marking in different colored inks.

However, most ports using special cancels to identify mail posted at sea use regular circular machine postmarks combining the name of the city with the word "paquebot."

As some ports discontinue use of paquebot cancels due to lack of sufficient mail to justify special handling or because of lack of interest by the postal officials, new ports take up the use of paquebot cancels.

In the last two years alone, paquebot marks have come into use at the following ports: Bremen and Hamburg, Germany; Plymouth, Montserrat, Apia, Samoa; Papeete, Tahiti; Honiara, British Solomon Islands; Morogoro, Portuguese India; Bluff and other New Zealand ports; Grays, England; Monrovia, Liberia and other ports.

As is shown in the full page of each issue of SEAPOSTER magazine dedicated to "Marks Reported," many new marks are appearing or are being discovered for the first time. Despite the minute share of total mail that receives "ship mail" markings on the water or ashore, the total volume of mail so handled and receiving special markings is tremendous, as is the variety of these markings. Therein lies much of the fascination of this hobby of merchant marine mail marks.

Nobody can ever be complete in his collection. Even a beginner who is willing to spend some time in study and in sending out and/or searching for covers and cancels, can make a creditable showing for a very small investment in money. New discoveries constantly are being made in auction and sale material, and even in private collections where markings are recognized as giving proof of ship mail handling.

There are no hard and fast rules in merchant marine philately. You can pursue any line of interest that appeals to you in addition to collecting regular seapost or paquebot cancels.

Some also collect cancels not showing ship mail use but indicating reference to water, such as the "Pagoda Anchorage" cancel used by the Foochow Local Post more than fifty years ago. Or the "Landing Stage" cancel still in use at Liverpool, or the "Grosenbrockkai" cancel in use at the quay at the German end of a ferry to Denmark.

In this hobby you can write your own passport to unending enjoyment. You will be in good company when you succumb to the fascination of combining the romance of the seas with stamp collecting. In the Maritime Postmark Society and its SEAPOSTER publication, you will find collectors throughout the world who share your interests, and are joined together to learn more about the past and present of merchant ship philately.

Exhibition Dates

Aug. 14-17—Society of Philatelic Americans, Hotel Astor, New York City.
Sept. 2-5—American Philatelic Society, National Philatelic Museum, Philadelphia, Pa.

Most of Sweden's stamps are produced in coil and booklet form.

MARITIME POSTMARKS
(Continued from page 1)

journal with the advantage of reproducing perfectly illustrations of ships and ship postmarks.

In 1951, Robert S. Gordon, widely known for his many articles on Seaposts published in philatelic magazines in this country and abroad, became president of M.P.S. and, with Edwin Drechsel as editor, began issuing a three-page Seapost Catalog supplement to the Society's bi-monthly publication, SEAPOSTER.

With the growth of M.P.S. membership and interests, scope of SEAPOSTER has expanded to cover "the study and collecting of all Maritime Markings, especially Seaposts, Paquebots, and ocean, lake and river markings" as the publication's masthead indicates. Recent issues have included original articles and illustrations of the following:

The Austrian Lloyd Ship Postmarks in the pre-1914 period;
Nile River Travelling Post Offices;

History of the U. S. Seapost Service;

Spanish "Ambulante" Seaposts;

German Commercial Submarine Mails in World War I;

Wells, Fargo Steamboat Marks, and many other articles in addition to regular features such as "Covers Received," to help collectors know what ships and ports have special markings, "Marks Reported" to show new markings as they are reported or discovered, "What is it?" pages where unknown markings are shown and described, "Services" which helps members to send out their own covers to obtain ship and ship mail markings, and other features such as sales and exchange circuits. The policy of M.P.S. and SEAPOSTER is to be of service to members so as to help them enjoy their hobby, and to encourage the study, research and reporting of past and present markings.

Membership in M.P.S. is open to all persons interested in merchant ship philately. Dues, including SEAPOSTER, are \$1.50 a year. Applications for membership, and requests for sample copies of SEAPOSTER, may be sent to James T. Spalding, M.P.S. Director, at 1610 F Bulger Court, Louisville 10, Ky.

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Lafayette Man Of Liberty

B. W. Welz

History speaks gently of some men and violently of others; there will always be black and white like there will always be good and bad men. Marie Paul Jean Roch Yves Gilbert Motier Marquis de Lafayette was a good man. He was honored June 13 with the seventh commemorative of this year.

Seven is a lucky number. And it was lucky for the brave, tattered patriots of 1777 that they had a sympathetic Lafayette who was so imbued by their stand for liberty that he left a wife and secure home to cross the Atlantic to fight and shed blood for the American cause.

Three parts compose the commemorative. A cannon under an American flag, symbolizing Lafayette's fight with the Americans; a picture of Lafayette; and the Frenchman landing on the coast of Winyaw Bay, near Georgetown, South Carolina. Lafayette's ship, *Victorie*, is lying offshore.

The Frenchman opened his purse-strings to outfit the boat and load it with supplies for the Americans. With him he brought other enthusiastic Polish and French officers inspired like himself with the American ideals of independence. Among the officers in that landing was Baron de Kalb, who later gave his life for the American cause.

Although he was under twenty years of age at the time, the Continental Congress recognized Lafayette's abilities and commissioned him a major-general. Soon he was helping to defend Philadelphia on the banks of the Brandywine. There he got his first taste of the smoke and dust of war.

Pulaski, who gave his life for American freedom, began his military career there also; he is pictured on a commemorative of 1931.

At Brandywine the Americans were squeezed in a large pincer movement. The Hessians attacked their left flank and Howe and Cornwallis fell upon their right. The bloody battle lasted all day and the banners rose and fell with the surging men. Lafayette was in the thick of the fight, riding back and forth with the tides of battle, his ready sword and quiet commands an inspiration to his men.

When the battlefield finally quieted, Lafayette lay severely wounded. He had felt the pain of war; a bullet had passed through his leg.

But he recovered and again rode into battle at Monmouth. After the fight his officers and men showered him with honors. In 1779 he went back to France and it was chiefly through his efforts that the French government consented to send a powerful fleet and several thousand troops to aid the Americans.

In 1781 the young general conducted the campaign in Virginia which ended brilliantly with the siege and capture of Yorktown.

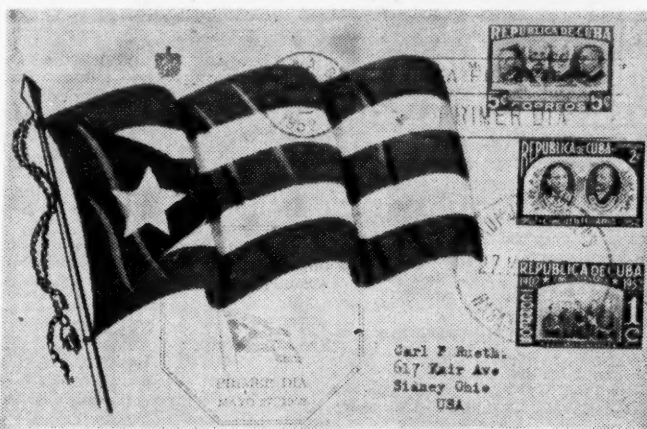
The American battle for independence further fired Lafayette with thoughts of liberty. Back in France after the war he tried to procure the abolition of slavery in the French colonies. Not only did he free his own slaves, but he educated them, for he believed as Lincoln that all men should be free men.

All his life Lafayette fought the foes of Liberty; he was always ready to stand up and denounce those who put their heel on men's rights. In France he fought Jacobins and Robespierre.

It took a brave man to stand on his beliefs during that reign of terror; he was finally forced to flee to Flanders where he was imprisoned by the Austrians.

Napoleon liberated him, but Lafayette would never become a partisan to Napoleon. In 1824-25 he visited the United States and received \$200,000 and a township of land for his participation in the war of independence.

Truly an inspiration for the liberty-minded it is indeed fitting that today when liberties are again threatened that Lafayette is remembered and honored with a stamp by a country he helped found.



50th ANNIVERSARY OF THE CUBAN REPUBLIC. On May 27 Cuba issued a set of twelve commems in recognition of its golden anniversary as a republic. There are seven regulars, four airm and a special delivery. Also issued were three different souvenir sheets on which the above were distributed in equal numbers. On the cover above are three of the regulars, a 1c green and black, a 2c red brown and black and a 5c blue and black. Other regulars are 8c, 10c, 20c and 50c. The airmail values are 5c, 8c, 10c and 25c. The special delivery is 10c. The cover above was received through the courtesy of Dr. Ernesto Bello of Havana, Cuba.

Polish Airmails Have Commercial Scenes

Poland's four new airmail stamps were released both perforated and imperforate states G. W.



Kukiz of Hartford, Conn. All designs pictured a twin-engine plane in flight plus other scenes.

The 55gr gray pictures ships at a dock; the 90gr olive a farming scene; 1.40Zt, violet brown a city view; and the 5Zt, brown black, a steel mill.

Zenith To Larger Quarters In Brooklyn

On or about July 1, the Zenith Stamp Co. formerly of New York City will be moved across the river to Brooklyn where the firm will establish offices in the Borough Hall section in the heart of the downtown area. The Rocket Stamp Co., wholesale affiliate, will go right along with the parent Zenith organization.

The address will be 81 Wiloughby St., Brooklyn 1, N. Y. There 4500 square feet of office space will be occupied.

Zenith's stamp stock covers the world. At regular intervals the company holds mail auctions at which the better material coming to the New York market appears.

Mint Plate Blocks (fine)					
844	2.10	719	1.15	909-921	7.75
850	4.20	727	.40	925	.65
854	1.15	854	.70	C38	1.80
881	1.45	896	1.25	C40	.38
882	2.00	897	.65	C42	.80
702	.36	902	.90	C44	1.75
718	.85	903	.50	C45	.45
981-1008 at .16 Box 1096 N. Y. 1, N. Y.					

JAYSON

Calgary, Edmonton, Saskatoon Cachets

Cachets will again be provided for imprinting on the mail of cover collectors by the Canadian Post Office Department during the three large-size annual celebrations in the western provinces.

The Department has prepared postal exhibits for the Calgary Stampede at Calgary, Alberta, July 7 to 12; the Edmonton, Alberta Exhibition, July 14 to 19; and the Saskatoon Industrial Exhibition, Saskatoon, Saskatchewan, July 21 to 26.

Covers to receive the cachet should be sent in an outer wrapper, fully prepaid and addressed to the postmaster from whose office the cachet is available. These must arrive on a date on or before the ones given above for the respective events.

Envelopes are to be fully addressed leaving a space not less than 2 1/2" x 3" wide on the left—contain a stuffer—and have the flap sealed or turned in.

Only Canadian postage stamps can be used. Those resident outside Canada can remit by Postal Money Order for the exact amount in Canadian funds made payable to the Receiver General of Canada and addressed to the postmasters at the above-mentioned post offices.

Cash, checks, or stamps will not be accepted.

The Holy Trinity Church at Wilmington, Delaware is one of the designs of a set of stamps produced by Sweden to commemorate the 300th anniversary of the founding of the Swedish settlement in that city.

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Brazil Honors State Founder

The founder of Brazil's state of Mato Grosso, Luis de Albuquerque Caceres, and the first capital, Vila Belo de Santissima Trindade, are both memorialized on a commemorative produced by that nation on the 200th anniversary of the city.



The stamp, a violet 1.20Cr, carries a portrait of Caceres plus appropriate wording.

Present day capital of this treasure-house section of Brazil is Cuiaba with a population of 56,860. From the state's 532,709 square miles generally come iron ore, gold, hardwoods, diamonds, rock salt and an abundance of cattle.

Manoel F. da Motta, Rio de Janeiro, Brazil who sent the above news stated that Mato

Grosso is probably the outstanding cattle breeding center of his country.

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